

AMENDED IN ASSEMBLY MAY 4, 2009

AMENDED IN ASSEMBLY APRIL 16, 2009

CALIFORNIA LEGISLATURE—2009–10 REGULAR SESSION

ASSEMBLY BILL

No. 1464

Introduced by Assembly Member Smyth
(Coauthor: Assembly Member Chesbro)

February 27, 2009

An act to add Article 2.5 (commencing with Section 889) to Chapter 8 of Division 1 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 1464, as amended, Smyth. Transportation: California Bicycle Routes of State or Regional Significance Act.

Existing law requires the Department of Transportation, in cooperation with county and city governments, to establish minimum safety design criteria for the planning and construction of bikeways and roadways where bicycle travel is permitted.

This bill would enact the California Bicycle Routes of State or Regional Significance Act, which would authorize the department, through its statewide bicycle planning process, to establish a process for identifying and promoting bicycle routes of state or regional significance, as specified. The bill would authorize the department to form an advisory committee to help implement the process for identifying and promoting these bicycle routes. The bill would authorize the department to establish a process for local bicycle organizations, private entities, or local government entities to nominate a route for inclusion in the system of bicycle routes of state or regional significance.

The bill would authorize the department to install bicycle route signs identifying these bicycle routes, as specified. *The bill would require applicants or nominating entities to pay the cost for bicycle route signs.*

Vote: majority. Appropriation: no. Fiscal committee: yes.
State-mandated local program: no.

The people of the State of California do enact as follows:

1 SECTION 1. The Legislature finds and declares all of the
2 following:

3 (a) Bicycle-related transactions resulted in nearly \$1 billion in
4 sales in California last year, creating and sustaining jobs and
5 generating tax revenues to support state and local economies.

6 (b) Cycling not only results in economic benefits to the state
7 but health benefits to cyclists as well, providing California residents
8 with a low-impact alternative to other fitness and recreational
9 pursuits.

10 (c) Cycling can play an important part in helping California
11 meet its carbon reduction goals.

12 (d) Cycling tourism is a growing industry and California's mild
13 weather and diversity of topography and landscape, including the
14 wine country, the coast, the inland valleys, and the Sierra Nevada,
15 provide California with unique attributes that can attract a large
16 share of this tourism industry.

17 (e) Many states have already invested considerable resources
18 to attract cycling tourism and Californians have demonstrated their
19 interest in cycling as an estimated 2 million spectators attended
20 the Amgen Tour of California, placing it as the most attended
21 spectator event in California on record and demonstrating the
22 interest of Californians in increased cycling opportunities.

23 (f) Given the state's current fiscal condition, the cycling
24 community does not envision a substantial infusion of state
25 resources into cycling. Therefore, the cycling community is looking
26 to partner with the state to identify ways in which to spur economic
27 activity through this growing trend in cycling.

28 SEC. 2. Article 2.5 (commencing with Section 889) is added
29 to Chapter 8 of Division 1 of the Streets and Highways Code, to
30 read:

Article 2.5. California Bicycle Routes of State or Regional
Significance

889. This article shall be known and may be cited as the California Bicycle Routes of State or Regional Significance Act.

889.1. (a) The department may, through its statewide bicycle planning process, establish a process for identifying and promoting bicycle routes of state or regional significance that meet specified criteria.

(b) In designating routes, the department may consider the following:

(1) Historic routes.

(2) Established training routes or race routes, including legs of the Amgen Tour of California.

(3) Routes of unique scenic significance.

(c) In identifying bicycle routes of state or regional significance, the department may work with the California Travel and Tourism Commission, the Department of Parks and Recreation, federal agencies that operate and maintain roadways for public use, statewide trade organizations, including the California Chamber of Commerce and the California Bicycle Coalition, local tourism entities, chambers of commerce, and local bicycle organizations.

(d) The department may form an advisory committee to help implement the provisions of this section. The department may establish a process whereby local bicycle organizations, private entities, or local government entities may nominate a route for inclusion in the system of bicycle routes of state or regional significance.

(e) The department may develop criteria for the design, placement, and installation of signs relative to bicycle routes of state or regional significance.

(f) It is the intent of the Legislature that city or county participation in establishing local routes of significance under this article shall be voluntary, similar to the State Scenic Highway Program.

889.2. (a) The department may install bicycle route signs, identifying bicycle routes of state or regional significance, that are associated only with the state highway system, which includes state highways, United States highways, and interstate freeways, and state-financed public transportation systems. The physical

1 placement of bicycle route signs on all other roads and transit
2 systems shall be left to the appropriate local jurisdiction. However,
3 when requested by a city or county and reimbursed, the department
4 shall place bicycle route signs on the state highway system and
5 state-financed public transportation systems that direct traffic to
6 bicycle routes on city or county roads.

7 (b) Bicycle route signs shall meet the standards and
8 specifications established pursuant to Section 21400 of the Vehicle
9 Code but shall not be classified as traffic control devices.

10 (c) *The cost to purchase, erect, and maintain bicycle route signs*
11 *shall be paid by applicants or nominating entities. These costs*
12 *shall be reimbursed to the department at their actual cost,*
13 *including administrative expenses. If a bicycle route sign becomes*
14 *damaged, vandalized, or is missing, the department shall not be*
15 *required to replace the sign without compensation from an*
16 *applicant or nominating entity.*